State. Federal, and municipal offices or government employment in preference to all others; usyortheless.

'th. Persons born of American parents residing temposwily abroad, should be entitled to all the rights of native-born citizens; but sth. No person should be selected for political ste 'on, (whether of native or fareign birth,) who recognises any allegiance or obligation of any description to any loreign prince, potentate or power, or who resuses to recognise the Federal and State constitutions (each within its sphere) as paramount to all other laws, as rules of political action.

Sith. The unqualified recognition and maintenance and the cultivation of harmony and fraternal good will, between the clizens of the several States, and to interest on the reserved rights of the several States, and found the states and non-intervention by cach State with the affairs of any other State.

Th. The recognition of the right of the instruction and an analysis of the several states, and non-intervention by each State with the affairs of any other State.

Th. The recognition of the right of the instruction and always, and to regulate their constitution and laws, and to regulate their demestic and social affairs in their own mode, subject only to the provisions of the Federal Constitution, with the privilege of admission into the Union whenever they have the requisite popularity of the constitution, or in the enactment of the United States, under the constitution and laws for said Territory or State.

State or Territory ought to participate in the formation of the United States to the right of suffrage, or of holding political office.

State or Territory on State.

Stat City arrived

## TRAVELER'S GUIDE

Washington Branch Railroad.

Trains run as follows:
From Washington at 6 a. m., connecting at Relay with trains from the West, and at Baltimore with those for Philadelphia and New York.

At 8,30 a. m. for Annapolis, Baltimore, Philadelphia and New York.

At 8, m. for Baltimore and Norfolk, and at Relay with the Frederick train.

Express at 4,20 p. m. at Relay for the West, and for Annapolis, Baltimore, Philadelphia, and New York.

for Annapolis, Baltimore, Philadelphia, and Her York. Un Sunday at 7 s. m. and 4.20 p. m. From Baltimore to Washington at 4.15 and 9.15 a. m. ; 3 and 5.16 p. m. Un Sunday 4.15 a. m. and 5.15. p. m.

Cars and Boats for the South. For New Orleans via Aquia creek, the boats leave at 6 a. m. and 7 p. m., or on arrival of the Morther Nor the South, via the Orange and Alexandria and the Virginia Central railroads, cars have Alexandria at 7½ a.m. and 8½ p.m.

Stages from Washington. H. W. Martin, agent, office Franklin House corner of Eighth and D streets.]

For Leonardicown and Charlotte Hall, Md., leave Monday, Wednesday and Friday, at 6½ a. m.

For Port Tobacco, Md., leave Tuesday, Thursday, and Saturday at 6½ a. m.

For Upper Mariboro', Md., leave daily at 6½ a. m.

For Bockville, Md., leave daily at 6½ a. m.

For Frederick, Md., leave Tuesday, Thursday, and Saturday at 6½ a. m.

For Frederick, Ma., scare Salurday at 5½ a. m. For Leesburg and Winchester, Va., leave Tuesday, Thursday and Saturday at 4½ a. m. For Brookville and Mechanicsville, Md., leave Dorsey's hotel, 7th street. The Matis.

First Northern and Eastern Mail closes at 9 p. m. departing at 5 a. m., next morning, (except Sundays, and arrives at 6 a. m. Second Northern and Eastern Mail closes at 31/4 p. m., and arrives at 7 p. m., except Sunday. First Southern Mail closes at 6 p. m., and arriver

Second Southern Mail closes at 9 p. m., and arrives at 4 p. m. Western Mail closes at 2 p. m., and arrives at f p. m. Northwestern Mail closes at 2 p. m., and arrives a

Northwestern Mait closes at 2 p. m., and arrives at 5 p. m.

Norfolk and Portsmouth Mail closes at 2 p. m., and arrives at 11½ daily, except Sunday.

Annapolis Mail closes at 3½ p. m. and 9 p. m., except Sunday, and arrives at 11½ a. m. and 7 p. m.

Leesburg Mail closes on Monday, Wednesday, and Friday at 9 p. m., and arrives same days at 7½ p. m.

Rockville Mail closes at 9 p. m., except Sunday, departing at 7 a. m., and arrives at 6 p. m.

Leonardtown Mail closes on Sunday, Tuesday, and Thursday at 9 p. m., and arrives Tuesday, Thursday and Saturday at 7½ p. m.

Colesville Mail closes on Monday, Wednesday, and Friday at 9 p. m., and arrives Tuesday, Thursday and Saturday at 7½ p. m.

and Seturday at 2 p. m.
Georgetown Mail closes at 8½ p. m. and 9 p. m.,
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Upper Mariboro' Mail closes daily, except Sunday,
at 9 p. m., and arrives at 5 p. m. Post Office Hours.

The office is kept open for the delivery of letters and papers from 8 s. m. until 8 o'clock p. m. except oit Sunday, when it is open from 8 to 10 s. m., and from 6 to 7 p. m.

Postage on all letters and transient newspapers to places within the United States must be pre-paid.

(Signed)
JAMES G. BERRET, Postmaster.

Telegraph Offices.

House's Printing Telegraph, National Hotel, entrance on Sixth street, one door north of Pennsylvania avenue. To New York via Baltimore, Philadelphia, and intermediate points; connecting at New ork with the Eastern line to St. Johns and the Western lines to New Orleans.

Magnetic Telegraph, National Hotel, corner of 6th street and Pennsylvania Avenue. To New York, connecting as above with the extreme East and West.

West.
Southern Telegraph, National Hotel. To New Or-eans via Alexandria, Richmond, Augusta and Mo-ble, and intermediate points, including all the sea-

bord office.

Western Te' graph, Pennsylvania Avenue, between Sixth at Seventh streets, over Gilman's drestore. To Wheeling and intermediate points connecting with all the Western and Northwester lines.

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P. S. Repairing done in the most nest and sub-

- C. W. Fraros, Pag. : Sin ... The following card to the p call apon me

crisis, the

We the Perpenation of American Freedom is our object; American Rights our motto; and the American Party our cornomen."

ward.

A quarter of an hour before the steame

selves afloat, soon scattered over the surface of the ocean for a distance of about a mile. One hour after ship sank I saw a light at the leeward, which

atter snip sank I saw a ignt at the leeward, which was seen by most of those rescued, supposed to be that of the schooner Sovereign, but it soon disappeared. We knew that the ships to leeward could not reach us, and turned our gaze in the opposite

firection.

At 1 o'clock on Sunday morning we saw ap-

proaching as under full sail, with a strong breeze the Norwegian barque Ellen; ran into our midst

and those on watch were astounded with the cry of human beings. Captain Johnson, the com-mander, immediately hove his vessel to, under

short sail, and commenced to rescue us. The steamer at this time had been down over five hours.

He launched his boat, and threw out ropes and

buoys, and did everything that good seamanshi and a humane heart could dictate to save as man as possible. I was the fourth one rescued, and witnessed the noble exertions of himself and crew

throughout the night. He continued his search among the drift wood, tacking backward and forward, up to 12 o'clock on Sunday, but did not find any one after 9 o'clock in the morning, and consequently relinquished the search at noon.

On the morning of Sunday, the brig Marine was out of sight, and the schooner was some six pulses.

out of sight, and the schooner was some six mile

The same day at 2 o'clock we spoke the barl

Saxony, bound to Savannah; she reported seeing a brig with a number of ladies on board (supposed to be the Marine) under full sail steering North. We bore away with fair wind for Norfolk as the

earest port, and arrived off Cape Henry on Thurs

ve had chartered for that purpose.

At three o'clock on Friday afternoon, I assiste

what cause was not known. At five o'clock after consulting with Captain Herndon, I assiste

in cutting away the foremast of the ship. The ship had laid perfectly easy whist the machinery was in motion, but she was in the trough of the sea, making heavy lurches to leeward.

The survivors by the brig "Marine" think tha

others have been saved, as they saw lights in the ricinity of the sunken steamer during the night. Some of the survivors by the Ellen also report having seen Captain Herndon after the steamer

parlor of the National Hotel at Norfolk, the ladie oked around, and failing to recognize husbands,

They award great credit to Captain Herndon

and all the officers except the chief engineer. They stood to their posts nobly and went down

deliver it to his wife in New York.

were almost naked.

but distributed by distributed by ASHINGTON, WEDNESDAY, SEPTEMBER 23-1857 one available but is some of the party of the most of the party of the most of the party of the most of the party of the party

TO ALL THATVALUETHEIR SIGHT IMPORTANT PROSPECTUS!

WISHES TO CALL THE ATTENTION OF all that suffer with defective sight, caused by age, sickness, and particularly from glasses injudiciously selected, to his superior Spectacles and Glasses, carefully ground by himself to a true spherical accuracy, and brilliant transparency, suited precisely and beneficially to the wearer, according to the concavity or convexity of the eye. Very numerous are the ill effects caused to the precious organs of sight from the commencement of using glasses in not being precisely suited, by the use of an optometer; and the practice of many years enables me to measure the focal disease of the eyes, and such glasses that are absolutely required will be furnished with precision and satisfaction.

J. T. acknowledges the very liberal encouragement already obtained, and further solicits the patronage of those that have not yet availed themselves of his aid.

of those that have not yet availed themselves of his aid.

Persons that cannot conveniently call, by sending the glasses in use, and stating how many inches they can read this print with their spectacles, can be supplied with such that will improve their sight.

Circulars to be had grafts, at his office, No. 512 Seventh street, three doors from Odd Fellows' Hall, up stairs.

Innumerable testimonials to be seen, and references given to many who have derived the greatest ease and comfort from his glasses.

WILMINGTON, N. C., June 16, 1854.

To persons who have had the sight of their eyes so impaired as to require the use of Glasses, I would recommend Mr. John Tobias as a suitable person from whom to obtain such Glasses as they may require, as he has suited me with a pair of Spectacles for a far and near sight. My sight has been impaired very much by a service of years in the Post Office Department, which berth required me to be on duty from 11 o'clock at night till after day, during which time I used but one light.

W. A. WALKER.

BROOKLYN ORTHOPARDIC INSTITUTION

BROOKLYN ORTHOPARDIC INSTITUTION,
April, 1854.
Tobias

BROOKLYN ORTHOPARDIC INSTITUTION,
April, 1854.

After most careful examination of Mr. J. Tobias's Glasses, I am enabled to testify that their hardness, clearness, polishing, and exact optical shape, render them particularly recommendable to those whose merely optical impairment of the eyes are in want of such auxiliaries. I consider, moreover, Mr. Tobias fully qualified to determine the focus of the eye, both by his optical knowledge and experience, and by means of his optometer. In addition, I can further state, that Mr. Tobias has supplied some of my patients with Glasses, to their and my entire satisfaction.

Louis Bauen, M. D.,
Physician and Surgeon, Berlin; Member of the Royal College of Surgeons, England; Member of the Medical Society of London, and of the Pathological Society of New York; late Surgeon of the Royal Orthopædic Institution of Manchester, England, and Surgeon of the B. O. Institution.

land, and Surgeon of the B. O. Institution.

Copy of a testimonial which appeared in the Daily American Organ, May 21, 1855, from Judge V. Ellis, (late editor:)

"Having suffered for many years past with weakness of the eyes, and that defect of vision which results from a too constant and intense use of these sensitive organs, we were led to make a trial of Tobias's new and improved discovery for the eyes, whose name heads this article. We saw them recommended by sundry gentlemen of Virginia, whom we know, and therefore had less hesitation in making the experiment. We are more than pleased with the article. We read with less fatigue with these lens than any we had ever tried before; and we see more distinctly with them. Without meaning to disparage the claims of others who have made improvements in Spectacle Lens, we deem it but just to make the above statement. Mr. Tobias resides on Sewenth street, opposite the National Intelligencer office."

LYNCHBURG, Nov. 1, 1854.

From an examination of Mr. Tobias's Glasses, and from his observations and remarks, am convinced that he is a skilful optician.

J. J. BLACKFORD, M. D.

NORPOLK, VA., July 27, 1854.

In the experience of even two years, I have found great difficulty in obtaining Spectacles that were exactly adapted to the weakness of my sight. This inconvenience Mr. Tobias seems to have removed for the present by the substitution for me of better and more suitable Glasses. They are clear, crystallike, and comfort able to my eyes. I would commend him to those who, from age or other infirmity, require artificial aid in this way.

J. J. SIMKINS, M. D.

Sir: The pair of spectacles you furnished me yesterday are particularly satisfactory to me. They are very decidedly the best I possess, and I am the owner of sight or nine pairs, carefully selected in different places, and from opticians recommended to me on account of their professional standing in France, England, and the United States. I have been also pleased with your remarks and directions on the treatment of the eyes for the purpose of preserving and improving the sight.

Respectfully yours, Chas. Caldwell, Professor of M. C., Louisville, Ky.

Mr. J. Tobias.

Washington, Aug. 8, 1855.

Having been for years under the necessity of having two sets of glasses—one for use in the daylight, and one for lamp light—I procured one set from Mr. Tobias which answered both purposes. I have used his for several months, and find them excellent. EDWAD STUBBS, Of Department of State.

Perensure, October 21, 1854.

About five years ago, I obtained from Mr. Tobias, in Washington, a pair of Glasses for the Spectacles which I used, and found them of great assistance to my decaying vision; and my opinion of him is that he is skilful in the preparation of glasses for eyes not too far gone to be benefitted by such aid.

J. F. Max.

See for more testimonials, the Evening Star.
au 10-tf

FREDERICK FEMALE SEMINARY,
FREDERICK CITY, MD.

CHOLARS will be received at any time during the year, and will be charged from the date of their entrance to the end of the scholastic year. The lat of January would be a most appropriate time for them to commence.

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This addition will give us, the largest and most beautiful exhibition room in the city, six large professor's rooms, eighteen additional high, siry lodging rooms, and the whole of the high basement will be fitted up for a gymnasium for the young ladies to exercise in during inclement weather. These improvements make it one of the most extensive and complete establishments in the United States.

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H. WINCHESTER, President.

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Josiah F. Polk, Esq., Vespasian Ellis, Esq.

References in Washington City, D. C. Josiah F. Polk, Esq., Vespasian Ellis, Esq.

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ORATORICAL AND LITERARY, LOGICAL, AND RIBERAND AND CONTROL AND RIBERARY, LOGICAL, AND RIBERAND AND CONTROL OF THE PROPERTY AND PARTY AND P

TORICAL CRITICISMS
SKETCHES OF CHARACTER, SCENERY, AND INCI POETRY, APHORISMS, &c., &c. THE MARCH NUMBER.

THE MARCH NUMBER.

The March number of the "Book and Journal" commences a New Series of "Sermons for the People." Of the former series, Five Editions have been issued, and it is hoped that the New Series will prove worthy of still more extensive circulation. Subscriptions are coming in constantly.

The Subject of the New series is, "The Peerless Magnificence of the Word of God; or, the Supremacy of the Bible, as the only Sensible, Intallible, and Divine Authority on Earth." The Text is—"Thou hast magnified Thy word above all Thy mane."—Ps. exxxviii, 2. The Design is to assert and maintain, the distinctive character of the Bible, as, from beginning to end, the Book of Christ, and, as such, the Mediatorial Law of the World.

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CARD.

RETURNING MY SINCERE THANKS TO MY friends and the public, for their very liberal patronage, I will take this opportunity to inform all, that from the 1st day of August, 1837, I have closed my books entirely, and nothing more can be charged under any circumstances; my object in so doing is to enable me to sell at smaller profits, and offer greater inducements to purchasers.

I would most respectfully solicit a call from all, as I can confidently assert, from the recent large purchases I have made, my stock is decidedly larger, cheaper, and better than it has ever been before; and by selling for cash alone, I believe I can make it a saving to all to give me a call before purchasing.

Boot and Shoe store, No. 379, corner 7th and I st. au 8-M CARD.

make known the result of our conversation, but urged all bands to renewed effort. Captain Herndon requested that the second officer, Mr. Frazier and myself should remain with him, and expressed his determination not to leave the ship while there was a saw on board, but would remain until she sunk from undar him. His only regret was his family—and he died like a brave man. all all to som For the American." MAMERICA THE BIBLE. of of UNE -Merseller Hin The Word of God I the Holy Bib

The Word of God! (the Holy Bibe lands)

Local Mank, or Priest, or Pope or Sybil

Shall Mank, or Priest, or Pope or Sybil

Insult, or dare, with impious red, and the local state of the Word of God!

Manual the Roominhocamassis here prevailing the Randsh the Room of Books from self-out of God.

With 1 ron hand campountry rule!

Our hope and faith in Ghrist assiling.

In God, in God we trust!

He is our sword and shield!

March on! march on! all hearts resolved.

On victory or death. At 7 o'clock on Saturday sight the water was up to the floor of the dining saloon, and all then went to work calmy to devise means, each for their own safety. A half hour previous to the ship sinking there were two lights seen some distance to the leward, supposed to be the brig Ma-rine and the schooler that spoke us an hour or two previous, but having a fresh breeze and high sea they were unable to work up to the wind-

Hark! hark! the Gospel trump is ringing

Hark! hark! the Gospel trump is ringing
Triumphantly from shore to shore!
Hark! hark! to myriad voices singing
The reign of Anti-Christ is o'er!
The reign of Anti-Christ is o'er!
Too long, too long, his reign has lasted—
Dark reign of terror and despair;
Man's brightest hopes and prospects fair
For eighteen hundred years he's blasted!
In God, in God, we trust!
He is our sword and shield!
March on! march on! all hearts resolved,
To conquer tho' we die.

Land of the free! baptised in glory!
Hail! hail! America, to thee!
Brave are thy sons! Shall despots hoary.
Crimson'd with blood, with lustful tread
Impress thy soil! Strike, strike them dead!
Your swords unsheath—to God appealing!
Forward! On Christ, on Christ rely!
In him we conquer though we die—
His love our hopes of bliss revealing!
In God, in God, we trust!
He is our sword and shield!
March on! march on! all hearts resolved
To conquer tho' we die.

O Lord, our God, impart thy blessing—Bless, bless the Union of these States!
O may we all, thy love possessing,
The Banner of the cross unroll,
Send thy pure word from pole to pole.
Christ's glorious reign on earth begun—Magog and Gog to chaos hurl'd—No more disturb our peaceful world—On earth—in Heaven, "Thy will be done."
In thee, in thee we trust,
Thou art our sword and shield!
March on! march on! all hearts resolved

March on! march on! all hearts resolved To conquer the we die. The Loss of the Steamship Central

The Loss of the Steamship Central America.

The details confirm the reported salvation of all the women and children on board, whose lives were first cared for by common consent, when the ill-fated vessel began to sink. It is especially painful, however, to know that over five hundred lives have, of a truth, been thus suddenly lost, embracing men of all classes, as well as many distinguished for their virtues and mental calibre.

STATEMENT OF CLASTAIN THOMAS W. BADGER.

distinguished for their virtues and mental calibre.

STATEMENT OF CAPTAIN THOMAS W. BADGER.

We left Havana on Tuesday, September 8th, in company with steamship Empire City. Made good weather until the 10th. On the evening of the 10th there was every appearance of a gale or hurricane, ship still going on course and carrying full head of steam. The storm increased during the night and until Friday morning at 10 o'clock, the ship still making fine weather and keeping on her course. At 1½ o'clock on Friday afternoon the engine stopped, and on enquiring of the engineer, he said it was caused by the coal passers not passing the coal into the fire room with sufficient rapidity to keep the steam up. The waiters and stewards were then called upon and sent down to assist in passing coal. When the engine stopped the ship fell off in the trough of the sea, and was at the mercy of the waves. The pumps worked by the engine, and which were the main dependence for keeping the vessel free of water, were also rendered useless.

The engine never made but one or two revolutions after this.

The engine never made but one or two revoengineer to the fact that the water was gaining, the rolling of the ship forcing it in through the lee shaft holds, and proposed and did organize a gang for bailing. The deck pumps preving on trial to be out of order, bailing was the only re-

By this time the water had risen high enough to extinguish the lee fires, and the men employed to extinguish the lee fires, and the men employed in the coal hole and engine room were driven out by the steam and hot water. There was no longer any hope of again getting the machinery in operation. The principal leak was found to be around the lee shaft, and at the lower lee dead lights. The ship was still staunch and sound, and not leaking at the bottom at all, and would have been in no danger if her machinery and pumps had

to leeward, and appearing to be laying to, but soon bore away on her course, doubtless being sat-isfied that it was impossible to reach us, also seeing the bark backing an I filling to windward. in no danger if her machinery and pumps had been kept going.

At 5. o'clock on Friday we rigged a drag, (a spar with an anchor lashed to it,) and paid it out to windward, in the hope of bringing her head to the wind, but this had little or no effect. From 4 o'clock until 8 in the evening we kept the water at bay, every man working with spirit and vigor.

From 12 to 4 o'clock on Saturday morning the water gained fast on us, as the men were fatigued and worn out by incessant labor and exposure to the storm. At 4 o'clock the gale somewhat abated, but a heavy sea continued, the water then being nearly up to the second cabin floor.

At daylight on Saturday morning, however, all hands took hold again with renewed vigor to free the ship. The water was thus again kept at day evening, five of us reaching Nortolk, in pilot boat at daylight on Friday morning, whice At three o clock on Friday afternoon, I assisted in organising and putting to work bailing gangs, to bail out, if possible, the engine room and steerage. The passengers joined willingly and cheerfully in this effort. An attempt was made to raise steam on the donkey engine to pump the ship out, using the berths and other woodwork of the ship for fuel, but the engine would not work, from what cause was not known.

hands took hold again with renewed vigor to free the ship. The water was thus again kept at bay for an hour or two more, during which signals of distress were set, and a vigilant look-out kept for sails. The ladies were even anxious to assit us in builting and changed ren in actions to assit us in bailing, and cheered us up in our labors by their calmness in these trying times. At 8 o'clock another attempt was made to raise steam in the donkey boiler so as to work the steam pumps, but the attempt again falled, and all hope of relief

rom that quarter was abandoned.

At 10 o'clock on Saturday morning, the me again yielded to the severity of their labor, and the water again commenced to gain on us, but the bailing was still continued. At half-past 1 o'clock bailing was still continued. At half-past 1 o'clock a sail hove in sight, to the windward, which provd to be the Marine, of Boston. At 3 o'clock she rounded to at leeward of the ship, when boats were lowered, bailing still going on. In lowering the boats two were stove by the heavy sea that still prevailed, which left only three, and one of them in a bad condition. By 5 o'clock, we succeeded in putting on board the Marine all the women and children, twenty-six in number; during which the male passengers mostly continued ing which the male passengers mostly continued at their work. The boats could not carry more than five or six, owing to the high sea, and they made several trips to and from the Marine. When the boat that took the last two of the ladies came alongside, the chief engineer jumped in the boat, and was followed by several other gentlemen. Two other boats came alongside afterwards, when there was a rush to jump in them by the male passengers, involving carest designs. sengers, involving great danger. By this time the brig had drifted a long way to leeward, which made the trips of the boats long, and this time it was dark, so that the boats did not again return.

About dark, a vessel believed to be the schooner Sovereign, of New York, ran down under our lee. We hailed and told him that we were in a sinking oendition, asking him to lay by us all night which he promised to do. The bailing in the meantime continued to progress, but the water had by this time raised half way up the lower cabin, and was rapidly gaining on us. There was, however, no cessation of the bailing until one hour before the

cessation of the baing until one hour before the ship sank, when all hope of keeping her affoat until daylight was relinquished. This was about seven o'clock on Saturday evening.

I should, however, mention that two hours previous, I had a conversation with Captain Herndon, who after consultation, agreed with me that the who after consultation, agreed with me that the ship must go down, but it was still advisable to she could remain near the steamer, owing to the keep it up as long as possible, and we did not heavy sea. The passengers, however, succeeded "THE AMERICAN,"

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RATES OF ADVERTISING.

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Washington City, D. C.

in getting all the women and children on board of her, and some of the steamer's crew, together with a few passengers, jumped on the brig, after which she was towed into Norfolk on Friday last, by a small steamer belonging to that port, which met her out by the Capes. There were thirty women with their children brought to Norfolk in the brig.

Mr. William Birch communicates a singular fact in reference to the captain of the Norwegian

Mr. William Birch communicates a singular fact in reference to the captain of the Norwegian barque. Ellen. He says that his opportune presence in the vicinity of the wreck was strikingly Providential. Owing to the flight of a bird which flew in his face, twice that fatal night, at short intervals, the superstitious captain of the Ellen was induced to divert two points from his destination, and thus steered directly to where the Central America foundered. Otherwise the opportunity would not have been his of acting so noble a part in the general rescue.

one of our boats hailed us, and a voice cried that

America foundered. Otherwise the opportunity would not have been his of acting so noble a part in the general rescue.

The passengers also tell an anecdote concerning Mr. Birch, which we may mention. After he went down with the ship he was immediately upborne with such force by his life preservers, as that in striking a fragment of the wreck he was wounded to the quick, but managed to grasp and crawl on a floating hatch window. Several others, by dint of severe struggling with the waves, finally got on also, and for sometime kept his company.

They were all despondent, however, and their escape so far from a watery grave, a worse fate, apparently than death itself, quickened as their memories were at a sense of their losses, and at the awful forebodings still overhanging the future. Birch, nevertheless, was as cool as a cucumber. To keep up their spirits he mimicked the sea monsters, told numerous stories, in his own peculiar way, and on that frail bark, stretched on his back, bleeding from wounds, at midnight, tossed to and for upon the angry waves of mid-ocean, he not only showed himself a true philosopher, but inspired courage in others, nor did he cease his vivifying haaangue until an overwhelming billow choked his utterance.

Affairs in India.

Affairs in India.

A quarter of an hour before the steamer sank one of our boats hailed us, and a voice cried that his boat was stove and he could not take any one on board. This boat was endeavoring to return from the Marine; but was disabled. It was doubtless the impression on board both the brig and the schooner that the steamer would be able to keep up until morning, hence they probably did not keep as near us during the night as they might have done. Indeed it was the opinion of many on board that we would hold up all night, and I did not think that she would go down before midnight.

At 10 minutes of 8 o'clock, Captain Herndon took position on the wheel-house with his second officer and fired rockets downward, the usual signal, to the brig and schooner that we were sinking rapidly. This was a fearful moment, and must have been also to the ladies on board the Marine, who understood the signal, all of whom had husbands or friends on board.

I now procured a board six fact long and six inches wide, tearing it off the front of a berth, and took my position on the taffrail, and held on the after awning stauncheon. At that time there was two or three hundred on the quarter deck, breathlessly waiting the final sinking. There was two seas swept over the deck about this time, the last one sweeping nearly all the passengers on the main deck into the sea. The ship, immediately after, at 8 o'clock on Saturday evening, sank, going down at an angle of 45 degrees, stern foremost. The suction of the ship drew the passengers under water for some distance, and threw them in a mass together. When they reached the surface the struggle for life was intense, with cries and shrieks for help, especially from those unable to swim. Many unable to swim clung to those who could, or laid hold of the larger pieces of the wreck, which were soon swamped. In ten minutes, not less, probably, than three hundred had sunk to rise no more, whilst myself and others, who had succeeded in holding on to some means of support, were scattered over the dark and dreary Affairs in India.

A Hong Kong correspondent of the London Times gives the following account of an American pirate: "While I am upon this subject of piracy let me mention that an American, named Eli Boggs, was tried at Hong Kong on Wednesday last for piracy and murder. His name would do for a villain of the Blackbeard class, but in form and feature he was the hero of a sentimental novel. As he stood in the dock, bravely battling for his life; it seemed impossible that that handsome boy could be the pirate whose name had been for three years connected with the boldest and bloodiest acts of piracy. It was a face of feminine beauty. Not a down upon the upper lip, large, lustrous eyes, a mouth the smile of which might woo coy maiden, affluent black hair not carelessly parted, hands so small and so delicately white that they would create a sensation in Belgravia—such was the Hong Kong pirate, Eli Boggs.

He spoke for two hours in his defence, and he spoke well—without a tremer, without an appeal for mercy but exists a sensor of the spoke well—without a tremer, without an appeal

He spoke for two hours in his defence, and he spoke well—without a tremor, without an appeal for mercy, but trying to prove that his prosecution was the result of a conspiracy wherein a Chinese bumboat proprietor and a sub-official of the colony (both of whom he charged as being in league with all the pirates on the coast) were the chief conspirators. The defence was, of course, false. It had been proved that he had boarded a junk, and destroyed by cannon, pistol, and sword, fifteen men; and that having forced all the rest overboard, he had fired at one of the victims, who had clutched a rope and held on astern. No witness, however, could prove that he saw a man die from a blow or a shot struck or fired by the pirate. The jury, moved by his youth and courage, and straining hard their consciences, acquitted him of the murder, but found him guilty of piracy. He was sentenced to be transported for life.

A CARAVAN DESTROYED. Letters from Syria report the total destruction in the desert of a caravan. The latter, consisting of 500 persons and 1,000 camels, laden with merchandise, started from Damascus on the 29th of June, and by some mismanagement lost its way. The entire caravan perished, with the exception The entire caravan perished, with the exception of some 20 persons, who were rescued from cer-tain death in the sand by wandering Arabs. The merchandise was naturally considered a lawful prize by the latter, but the Governor of Damascus as sent in a claim in the name of the heirs. This however, is a subtlety of the law which the Arabs do not recognize.

EXTREMITY OF THE MUTINEERS. The Daily News says: "We learn from one of Colonel Neill's letters that the mutineers in his district have expended their percussion caps, and were converting their detonators into matchlocks.

A cassid from Lucknow is said to have declared A cassid from Lucknow is said to have declared that the mutineers there were in want of shot, and were reduced to the necessity of firing stones from the guns. At Delhi, too, percussion caps appear to have been wanting, and the small arms men, from want of ball, were using slugs made of electric telegraph wire. It is also reported that latterly, having no fuses for their shells, they had been obliged to have recourse to some very inadequate substitutes. This is a serious disadvantage, under which it was from the beginning obvious under which it was from the beginning obvious that the mutineers would soon come to labor."

SHARP PIGHTING. A correspondent speaking of the siege of Delhi,

A correspondent speaking of the siege of Delhi, says:

"The sharpest fighting we have yet had was on the 23d of June. This was the 100th anniversary of the battle of Plassey, and the day predicted for the termination of our rule in India. They fought from half-past 5 A. M. till half-past 6 P. M., and lost a great many men, 700 or 800 at least. On ourside there were about 150 killed and wounded more than we can spare. There was another sharp skirmish on the 27th, another on the 4th inst., and again on the 9th, on which last occasion the mu-tineers were well punished. They had made them-selves quite drunk with a native drug called 'bhang.' went down, clinging to a portion of the wreck and struggling manfully for life. Hopes are cuter-tained of his safety. When the survivors by the Marine entered the and consequently more courageous than usual, and charged our men two and three times at one of our batteries. A small party of the 60th Rifles killed in one spot 50 men, and 60 men of the Guides Corps killed 80 in another. Altogether brothers, or sons, gave way to the utterance of their grief, whilst some fell helpless on the floor. The scene was distressing in the extreme, and beggars all description. The clothing stores were Many of our men were so done up that they sank down on the road, even under fire, dead beat, and hrown open and apparel furnished to some who went to sleep. There were also several cases of sun-stroke.

THE AFFAIR AT AGRA.

On the 4th of June the Kotah Contingent, mus-tering some 700 strong, of all three arms, who were brought into cantonments with the idea they could be trusted, mutinied and shot their sergeant with the ship.

As the steamer was going down, Commander William L. Herndon, gave Mr. Theodore Paine his watch, and aaked him, if he should survive, to major, the officere having all escaped back to can-tonments from the place about three miles off, where they were ordered to form an advance deliver it to his wife in New York.

On the morning of the 8th of September, the steamer Central America left Hayana, the weather being fine, and so continued until the morning of the 10th, (Thursday,) when a slight gale commenced, and continued to increase until the 12th. On the 11th, at 2 o'clock p. wa, the fires went out post. Seeing that matters were becoming serious, the Licut. Governor was induced to remove into the fort, when a bloody battle followed between the Kotah Contingent (who had been joined by the Neemuch mutineers and other rabble,) and the third European regiment, and seventy or eighty volunteer mounted horse. The action lasted about two hours and a balf, but owing to one of our in the engine room, and from that time no turther service was rendered by the engines. When the leaking was made known to the passengers, they went to work at the pumps, and for a time kept the water down, but it finally increased to such an extent as to render their efforts useless, and tumbrils blowing up from a shot from the enemy, we found ourselves short of arumanition before the evening set in, and were compelled to retreat into the fort, which was effected in the most orderly an extent as to render their efforts useless, and at 8 o'clock on the evening of the 12th, she sank at the eastern edge of the Gulf Stream, in latitude 31 50, longitude 76 15. About 8 o'clock in the afternoon of the 12th, the brig Marine, of Boston, hove in sight. She was very much disabled by the storm, and it was with much difficulty that she could remain near the steamer, owing to the manner, after which almost every house in the city was sacked and burnt. Even the Governent house did not escape the general spoliation. MASSACRE AT CAWNPORE.

The massacre at Cawnpore, of which some particulars were received, is probably the most treacherous and bloodiest act even orded in the his-

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